

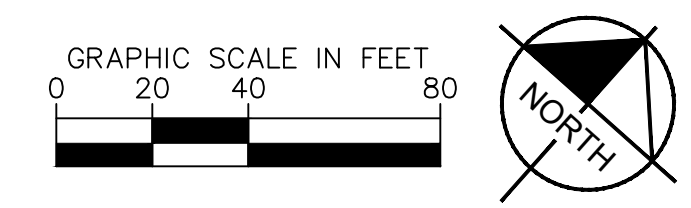
CHARLOTTE TRANSIT CENTER AND REDEVELOPMENT – PRECAUTIONARY REZONINGS TO ALLOW FURTHER DESIGN REVIEW.

THE CITY AND CATS ALONG WITH WPTP BREVARD, LLC CONTINUE DESIGN ACTIVITY IN CONNECTION WITH THE POSSIBLE REDEVELOPMENT OF THE CURRENT TRANSIT CENTER FOR A NEW CHARLOTTE TRANSIT CENTER AND MIXED USE DEVELOPMENT; THIS INCLUDES DESIGN ELEMENTS FOR AN INTERIM TRANSIT FACILITY ON PROPERTY LOCATED ACROSS 4TH STREET; ALL AS GENERALLY DEPICTED ON THIS SHEET RZ-EC. THESE CONTINUING DESIGN EFFORTS ARE IN THE PROCESS OF INCLUDING REVIEW AND CONSIDERATION OF THE UNIFIED DEVELOPMENT ORDINANCE TO BECOME EFFECTIVE AS OF JUNE 1, 2023 (THE "UDO") BUT ADDITIONAL REVIEW UNDER THE UDO IS WARRANTED.

CONDITIONAL REZONING PETITIONS TO BE CONSIDERED UNDER THE CURRENT CITY OF CHARLOTTE ZONING ORDINANCE MUST BE FILED ON OR BEFORE JANUARY 31, 2023. IN ORDER TO ALLOW THE DESIGNS OF THE PROJECT TO BE REVIEWED FURTHER UNDER THE NEW UDO BUT TO ASSURE ZONING COMPLIANCE SUITABILITY OF THE INITIAL PRELIMINARY DESIGN UNDER THE EXISTING ZONING ORDINANCE, IF NECESSARY, THIS UMUD-O REZONING IS FILED UNDER THE EXISTING ZONING ORDINANCE AS A PRECAUTIONARY STEP TO PERMIT POSSIBLE FLEXIBILITY IN DESIGN AND CONSTRUCTION UNDER THE UMUD-O PROVISIONS OF THE EXISTING ZONING ORDINANCE.

THIS SHEET RZ-EC REFLECTS FOR ILLUSTRATION PURPOSES, BOTH THE PARCEL CONTEMPLATED FOR THE CTC PRIMARY FACILITY & REDEVELOPMENT WHICH IS THE SUBJECT OF THIS REQUESTED UMUD-O REZONING PETITION, AND THE PARCEL ACROSS 4TH STREET CONTEMPLATED FOR THE INTERIM FACILITY & REDEVELOPMENT WHICH IS THE SUBJECT OF A SEPARATE BUT COORDINATED REQUESTED UMUD-O REZONING PETITION.

NOTE:
EXISTING CONDITION PLAN DERIVED FROM VARYING SOURCES (I.E. GIS, SURVEY, AERIAL RECONNAISSANCE AND SITE OBSERVATIONS). ACTUAL SITE AND/OR CONTEXT CONDITIONS MAY VARY. TO THE FULL KNOWLEDGE OF THE PETITIONER, ALL KNOWN EXISTING EASEMENTS AND ROW RESERVATIONS ARE SHOWN.



KH PROJECT 01.3479000		KH DATE 01/27/2023		KH SCALE AS SHOWN		KH DESIGNED BY JAP		KH DRAWN BY JAP		KH CHECKED BY BLW	
<p style="text-align: center;">EXISTING CONDITIONS</p> <p style="text-align: center;">CHARLOTTE TRANSIT CENTER REDEVELOPMENT</p> <p style="text-align: center;">CITY OF CHARLOTTE NORTH CAROLINA</p>											
<p style="text-align: center;">SHEET NUMBER RZ-EC</p>											
<p style="text-align: center;">Kimley»Horn</p> <p style="text-align: center;">© 2021 KIMLEY-HORN AND ASSOCIATES, INC. 200 SOUTH TRYON ST., SUITE 200, CHARLOTTE, NC 28202 WWW.KIMLEY-HORN.COM PHONE: 704-335-5131 NC LICENSE #F-0102</p>											
<p>NOT FOR CONSTRUCTION</p>											
<p>ISSUED FOR PERMIT</p>											
<p>REVISIONS</p>											
<p>DATE</p>											

CHARLOTTE AREA TRANSIT SYSTEM - CTC UMUD-O REZONING

Development Standards

1/27/2023

Rezoning Petition No. 2023-

Site Development Data:

- Acreage: ± 2.571 acres
--Tax Parcel #: 125-011-14
--Existing Zoning: UMUD-O
--Proposed Zoning: UMUD-O SPA
--Existing Uses: Bus related transit facility with retail/EDEE uses and other accessory uses
--Proposed Uses: All uses permitted by right and under prescribed conditions in UMUD zoning district...
--Maximum Gross Square feet of Development: As allowed by the UMUD zoning district.

NOTE A - PURPOSE OF REZONING FILING: The City and CATS along with WPTP Brevard, LLC continue design activity in connection with the possible redevelopment of the current transit center for a new Charlotte Transit Center and mixed use development...

Conditional rezoning petitions to be considered under the current City of Charlotte Zoning Ordinance must be filed on or before January 31, 2023. In order to allow the designs of the project to be reviewed further under the UDO but to assure zoning compliance suitability of the initial preliminary design under the existing Zoning Ordinance...

Sheet RZ-EC reflects for illustration purposes both the parcel contemplated for the CTC primary facility and redevelopment which is the subject of this requested UMUD-O rezoning petition, and the parcel across 4th Street contemplated for the interim facility and redevelopment which is the subject of a separate but coordinated requested UMUD-O rezoning petition.

NOTE B: Development standards/provisions not specifically listed or referenced below in this Rezoning Plan (e.g. building height, among other items) will be governed by the standards/provisions of the UMUD zoning district.

NOTE C: This Rezoning Plan and Rezoning Petition shall supercede all prior rezoning petitions, but the existing uses of the Site for the current City of Charlotte bus/transit facility may remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks.

1. General Provisions:

- a. Site Location. These Development Standards and the Technical Data Sheet and other graphics, if any, set forth on the attached Sheets form this rezoning plan...
b. Zoning Districts/Ordinance. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance...
c. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, building envelopes, driveways, streets and other development matters and site elements...
d. Number of Buildings Principal and Accessory. The total number of principal buildings to be developed on the Site is expected not to exceed [3] but shall be not be limited except to the extent expressly limited by the regulations established under the Ordinance...
e. Planned/Unified Development; Development Coordination for East 4th Street Parcel/Interim Facility Site.
(i) The Site may be viewed in the aggregate as a planned/unified development plan as to development taking place on the Site.
(ii) It is contemplated that development of the CTC use and associated private development on the Site as permitted, among other uses under Section 3 below, shall be coordinated generally with redevelopment of the approximately 1.178 acre parcel located at the intersection of East 4th Street and S. Brevard Street...

easement.

f. Phasing. Streetscape and roadway improvements shall be implemented as development occurs within the limits and/or frontage of the associated building construction. Each building(s) certificate of occupancy will not be issued until completion of any transportation improvements, if any, specified herein, as approved by CDOT during permitting, but it is understood that phasing flexibility will be determined during development stage.

g. Encroachment Agreement. All non-standard transportation improvements (i.e. granite band, bollards, special pavers, all items not within the CLDSM etc.), if any, that may be proposed within the public/City maintained street right-of-way will require approval by CDOT through an encroachment agreement. The encroachment agreement shall specify the maintenance responsibility for each non-standard transportation improvement item as proposed on site plans/cross-sections. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s).

h. INTENTIONALLY DELETED.

2. Optional Provisions.

The following optional provisions shall apply to the Site:

- a. [To allow flexibility in the measurement of setbacks (including along the Blue Line Transit Line), and dimensions of the minimum pedestrian clear zones to accommodate design features associated with the transit related components and other aspects of development a manner acceptable to the Planning Director and CDOT; such reductions may be allowed for underground and at grade conditions. Ride share, valet or similar areas shall be permitted in the setback between building(s) in certain designated areas in a manner acceptable to the Planning Director and CDOT.]
b. [To allow maneuvering and parking in the setback along the frontage of the Site to accommodate design features associated with the transit related components and other aspects of development in a manner acceptable to the Planning Director and CDOT.]
c. [To allow a specified percentage reduction in the required number of loading docks serving development on the Site in a manner acceptable to the Planning Director and CDOT].
d. [To allow a specified percentage reduction in the permitted doorway reduction(s), in the ground floor retail requirement for any building with frontage on public streets in a manner acceptable to the Planning Director and CDOT].
e. [To allow the elimination of on street parking and reduced lane widths along public streets in a manner acceptable to the Planning Director and CDOT.]
f.
g. [To not require adherence to the street wall provisions of Section 9.8506.2a on required fire walls as generally depicted on the Rezoning Plan.]
h. [To allow the existing uses of the Site for the current City of Charlotte bus/transit facility to remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks. Similarly, to the extent that the CTC project does not take place on the Site, the Site may be redeveloped in accordance with the provisions of UMUD under the Current Zoning Ordinance but without application of the other Optional provisions set forth herein.]
i. [To allow deviations from the applicable signage provisions of the Ordinance to accommodate design features associated with the transit related components and other aspects of the development in a manner acceptable to the Planning Director and CDOT.]
3. Permitted Uses:
a. The Site may be developed with uses permitted by right and under prescribed conditions in the UMUD zoning district together with accessory uses as allowed in the UMUD zoning district, with the benefits of the Optional Provisions above, and including without limitation in the foregoing a bus/transit facility use, retail/personal services and EDEE uses, residential uses, hotel/hospitality uses, office uses, sports/athletic training performance and entertainment uses, among all others permitted under UMUD which shall be viewed and interpreted expansively. Portions of the uses may be above and/or below grade.
b. As permitted in Section 2 above, the existing uses of the Site for the current City of Charlotte bus/transit facility may remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks. Similarly, to the extent that the CTC project does not take place on the Site, the Site may be redeveloped in accordance with the provisions of UMUD under the Current Zoning Ordinance but without application of the other Optional provisions set forth herein
4. Amendments to the Rezoning Plan:
a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable portion or area of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.
6. Binding Effect of the Rezoning Application:
a. If this Rezoning Petition is approved, it will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

Table with columns: No., REVISIONS, DATE, BY

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Table with columns: KH PROJECT, DATE, SCALE, DESIGNED BY, DRAWN BY, CHECKED BY

DEVELOPMENT STANDARDS

CHARLOTTE TRANSIT CENTER REDEVELOPMENT

SHEET NUMBER RZ-N1